



SMOG CHECK ADVISORY

July/August 2001

State Agencies Working To Implement Emissions Inspection Program In Tijuana, Mexico

By: Jane Vargas, BAR Smog Check Operations

Several California state agencies and the government of Mexico have started a joint pact to implement a pilot vehicle emissions inspection program in the City of Tijuana. Although city vehicles will be the only vehicles inspected during the pilot program, the results could lead to a full emission inspection and maintenance program for all vehicles in the Tijuana border area.

Tijuana, located across the border from San Diego, California, is one of the fastest growing cities in Mexico. Its population increased from 120,000 inhabitants in 1950 to an estimated 1.2 million in 2000, and is today the largest

city along the Mexican border. Attracted by the prospects of employment, thousands of individuals from central and southern Mexico move into Tijuana each year. The proliferation of assembly plants known, as "maquiladoras" is the primary attraction to the city. Companies from the United States and other industrialized countries locate their operations in Mexico's border regions because of lower labor costs, taxes, "friendly U.S. and Mexican regulations," and the proximity that Mexico has to their major product market. The rapid population and industrial growth, combined with the lack of public financial resources to meet expanding needs has

strained the environmental ecosystems and infrastructures in the region.

Tijuana and other Border Region cities are experiencing environmental challenges that will continue for the next 20 years. The border region,

Tijuana
(continued on 4)



Staff from the City of Tijuana and the Bureau of Automotive Repair inspecting the Tijuana fleet.

On-Board Diagnostics II (OBDII)

By: Adriane Chiu and Mike McCarthy, Air Resources Board

OBDII, California's second generation of OBD requirements, is a diagnostic system incorporated into the vehicle's powertrain computer that is designed to assist in pollution reduction and prevention. OBDII has three main objectives: (1) to reduce high emissions caused by emission-related malfunctions; (2) to reduce the time between the occurrence of a malfunction and its detection and repair; and (3) to assist in the diagnosis and repair of the malfunction.

OBDII (continued on 6)

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Technicians Added to Web Look-Up System

Responding to industry requests, the Department of Consumer Affairs, Bureau of Automotive Repair (DCA/BAR) has recently added Smog Check technicians and lamp and brake adjusters to its web site license look-up system. In addition to automotive repair dealers (ARDs) and Smog Check, lamp and brake stations, the public can now research the license status and disciplinary history of licensed technicians by accessing the DCA web site at www.dca.ca.gov.

Last year, the DCA/BAR implemented a system whereby consumers could look-up the license status and disciplinary history of ARDs and stations. This occurred as a result of Governor Davis' request that state agencies improve public access to state government; especially in the area of electronic/web site access. The system allows consumers to search by business name or license number and/or by city/county. The validity (or status) of a license is displayed, along with the facility's business name, full address, telephone number, and owner name. Consumers are also alerted to other related licenses under the same owner's name.

Consumers are also alerted to other related licenses under the same owner's name. The results of past disciplinary actions that

have been fully adjudicated and their decisions made final are also displayed, or even revocation.

In an effort to get its web license look-system implemented as early as possible, DCA/BAR did not originally include technicians in the system. It was thought that consumers primarily want to search for smog, lamp or brake stations, not technicians. Shortly after implementation of the ARD and station system, smog station owners expressed a need for a technician look-up system. Now, before hiring a technician, a prospective employer can use the internet to check the license status and disciplinary history of an applicant. Employers and technicians alike can also periodically check the status of their licenses.

The amount of information displayed on the web-based system is limited by DCA's public disclosure policy and BAR's regulations for public access to information (California Code of Regulations section 3303.1).

Anyone with internet access can look up BAR licensees by going to www.dca.ca.gov; click on "Verify a License," and then under "AUTOMOTIVE," click on the license category of their choice.

www.dca.ca.gov



SNAP SHOT

Below are the Smog Check testing and repair statistics for the months of May and June 2001. As always, the "Tests Conducted" data represents all Acceleration Simulation Mode (ASM) and Two-Speed Idle (TSI) tests performed on vehicles by Smog Check stations statewide, with the number of certificates that resulted from these tests shown under "Certificates Issued." The remaining data represent only ASM and TSI first (initial) tests performed on vehicles. The differences between Enhanced and Basic/Change of Ownership (COO) Areas of the state are also shown.

MAY JUNE			MAY JUNE		
<u>PROGRAM VOLUME</u>					
TESTS CONDUCTED	1,056,530	1,032,634	GSGR	19,760 (10.8%)	19,063 (10.7%)
VEHICLES TESTED	896,469	877,945	- Enhanced	14,160 (11.9)	13,617 (11.8%)
- Enhanced	582,381	565,589	- Basic/COO	5,600 (8.7%)	5,446 (8.6%)
- Basic/COO	313,633	312,117	GPC	4,751 (7.6%)	4,570 (7.5%)
VEHICLES FAILED	114,152 (12.7%)	110,687 (12.6%)	- Enhanced	1,851 (12.3%)	1,669 (12.2%)
- Enhanced	90,859 (16.0%)	88,013 (15.5%)	- Basic/COO	2,900 (6.1%)	2,901 (6.2%)
- Basic/COO	23,195 (6.9%)	22,614 (7.24%)	TEST-ONLY	42,489 (26.9%)	41,310 (26.3%)
CERTIFICATES ISSUED	861,357	845,862	- Enhanced	41,811 (27.1%)	40,706 (26.5%)
<u>TYPE OF FAILURE</u>			- Basic/COO	678 (17.3%)	604 (16.2%)
TAILPIPE	85,458 (9.5%)	83,211 (9.4%)	By Vehicle Type		
- Enhanced	70,793 (12.2%)	68,344 (12.1%)	- HEP	28,564 (40.1%)	27,749 (39.5%)
- Basic/COO	14,532 (4.6%)	14,278 (4.5%)	- Random	2,020 (25.3%)	1,775 (22.5%)
GROSS POLLUTERS	36,342 (4.1%)	35,071 (3.9%)	- Volunteers	11,905 (15.1%)	11,786 (14.9%)
- Enhanced	29,769 (5.1%)	28,352 (5.0%)	<u>VEHICLES REPAIRED</u>	54,722	51,644
- Basic/COO	6,517 (2.1%)	6,490 (2.0%)	- Enhanced	38,876	36,875
VISUAL	22,218 (2.5%)	20,958 (2.3%)	- Basic/COO	12,842	12,013
- Enhanced	19,035 (3.3%)	17,946 (3.1%)	<u>AVG. REPAIR COST</u>	\$136	\$136
- Basic/COO	3,183 (1.0%)	3,012 (0.9%)	ENHANCED AREAS	\$143	\$144
FUNCTIONAL	57,551 (6.4%)	55,357 (6.3%)	BASIC/COO AREAS	\$121	\$120
- Enhanced	45,672 (7.8%)	44,063 (7.7%)	By Station Type		
- Basic/COO	11,879 (3.8%)	11,294 (3.6%)	- Test & Repair	\$105	\$105
<u>FAILURE BY STATION TYPE</u>			- GSGR	\$119	\$119
TEST AND REPAIR	46,792 (9.6%)	44,946 (9.4%)	- GPC	\$178	\$164
- Enhanced	32,939 (11.3%)	31,517 (11.2%)	- CAP	\$ 331	\$344
- Basic/COO	13,853 (7.0%)	13,429 (6.8%)			

Tijuana (continued)

particularly Tijuana because of its large and growing population, will be faced with:

- ❖ Greater traffic congestion.
- ❖ Water shortages.
- ❖ Insufficient energy supply and inadequate distribution systems.
- ❖ Poorer air quality with its attendant human health impacts.
- ❖ Increased generation of hazardous waste.
- ❖ Inadequate sewage and other hazardous waste infrastructure.
- ❖ Contamination of beaches and waterways.

Federal, state and local governments, as well as tribal councils, non-governmental organizations, and members of the public on both sides of the border have long recognized the need to address the impact of population growth on the area's natural resources. Environmental issues were the topics addressed by Governor Gray Davis and Mexico's President, Vicente Fox Quesada, during his recent visit to California. In fact, as a result of the meeting, on March 21, 2001, Winston Hickox, Secretary of the California Environmental Protection Agency (Cal/EPA) and Victor Lichtinger Waisman, Secretary, Environment and Natural Resources for Mexico, met in Sacramento, California to discuss environmental issues between California and Mexico. They signed two

Agreements of Cooperation and one Joint Declaration.

The "Agreement of Cooperation for a Pilot Scale Vehicle Emissions Inspection Program for the City of Tijuana" was signed by Francisco Arturo Vega de Lamadrid, former Mayor of Tijuana, Secretary Waisman, Aileen Adams, Secretary, State and Consumer Services Agency, and Secretary Hickox.

On May 4, 2001, the government officials of the City of Tijuana, and the State of California, including Cal/EPA, Department of Consumer Affairs/Bureau of Automotive Repair (DCA/BAR) and Air Resources Board (ARB), met to discuss the design and implementation of the pilot-scale vehicle emissions inspection program for Tijuana. Under the agreement, Cal/EPA will coordinate with DCA/BAR to provide consultation, equipment and training to the City of Tijuana for the development of the pilot-scale vehicle emissions program. The ARB has been designated by Cal/EPA as the board that will provide assistance to implement a heavy-duty (diesel) inspection program to work side-by-side with the gasoline powered vehicle inspection program.

The agreement could not be timelier as Tijuana struggles with air quality issues that impact both sides of the border. The majority of Tijuana's vehicles are more than 15 years old. Most vehicles come from California, but it is not clear

whether they can still meet emission standards. The numbers of vehicles entering California through Tijuana's border crossing accrues to over 14 million per year. The amount of pollution arising from the City of Tijuana on a yearly basis totals more than 345,000 tons. Motor vehicles alone release approximately 65% of these chemicals. The health impact of contaminants is evidenced by the high incidence of respiratory ailments in the local populations, particularly in the very young and the elderly.

Initially, the emissions inspection and maintenance program will be implemented on a pilot scale for city vehicles only. The agreement anticipates that Tijuana will develop a self-sustaining vehicle inspection and maintenance program following implementation and evaluation of the pilot program. The City of Tijuana has been moving rapidly to execute the agreement. Tijuana City staff has identified potential locations for an inspection station and has provided initial architectural plans for the building. California staff is also working diligently to meet its commitment to the agreement. Suitable emissions test equipment has been identified for use in the pilot program and staff is working with counterparts in Tijuana to determine the emission standards. The cooperation between the two governments will continue over the next two years to assist Tijuana in successfully implementing the pilot

Tijuana (continued on 7)

Liquid Fuel Leak Inspections To Begin Soon

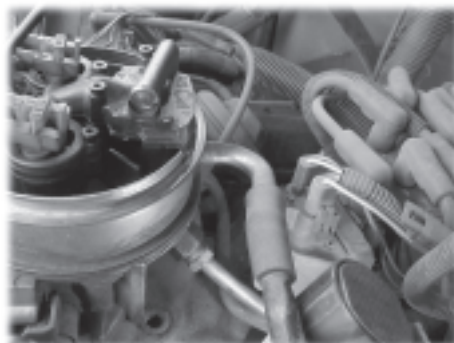
By: Rocky Carlisle, BAR Engineering Division

To further reduce the evaporation of hydrocarbon emissions into the atmosphere, the Bureau of Automotive Repair (BAR) is finalizing regulations that will require Smog Check technicians to perform a visual inspection of the fuel delivery components to identify liquid fuel leaks during the Smog Check inspection process. Any device the technician identifies as leaking fuel will cause the vehicle to fail the Smog Check inspection.

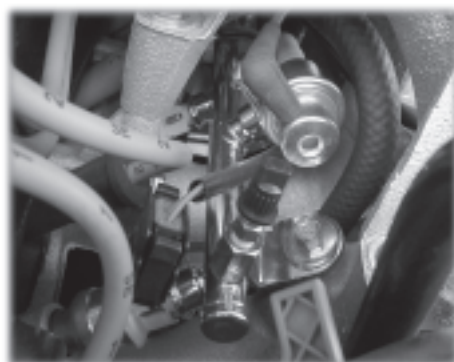
Currently, the technicians have the option to reject the vehicle for safety concerns in the event of a liquid fuel leak. However, vehicles are seldom rejected for this reason. The new process requires that the technician fail the vehicle for any liquid fuel leak, as defined in regulation. As with any other emissions failure, the vehicle will require repairs before being retested and receiving a certificate of compliance.

BAR estimates that this Smog Check improvement will reduce hydrocarbon emissions by 10 tons per day or more. Furthermore, with the recent increase in fuel prices and any future increases, your customer will receive the added benefit of more fuel economy.

The fuel leak inspection procedures will be sent out through ET Blasts once the regulations are adopted. A copy of the new regulations also will be included in an upcoming edition of the *Smog Check Advisory*. If you have any questions about the new procedures, please contact your local BAR field office.



This photo shows the fuel supply line of a throttle body injection unit.



This photo shows a multi-port fuel injection distribution line.

The Bottom Line

TECHNICIAN DATA

85	Cut score on the smog exam
125	Number of scored items on exam
9,376	Advanced (EA) technicians licensed
4,295	Basic (EA) technicians licensed
<u>STATION DATA</u>	
4,896	Test & Repair stations statewide
1,990	Gold Shield Guaranteed Repair (GSGR) stations statewide
296	Gross Polluter Certification (GPC) stations statewide

STATION DATA

611	Test-Only stations statewide
734	Test-Only lanes statewide

CONSUMER ASSISTANCE PROGRAM DATA

184	Stations providing repair assistance
11,547	Vehicles repaired
31	Dismantler sites for vehicle retirement
19,256	Vehicles retired

OBDII (continued)

tion. The OBDII system accomplishes these by monitoring virtually every component and system that can affect emissions during normal driving, alerting the driver through a dashboard malfunction indicator light (MIL), and storing fault code information for technicians.

History

OBDI, adopted by California in 1985, applied to 1988 and subsequent model-year vehicles and consisted of limited functional and circuit continuity checks of some components. Although OBDI provided auto manufacturers with some experience in designing and implementing diagnostic systems, it was not a comprehensive system. There was a lack of standardization (e.g., standardized connectors, scan tools, and fault codes), which resulted in many different manufacturer-specific designs in the field. Additionally, each manufacturer defined its own performance levels for how “bad” a sensor had to be before it would illuminate the “check engine” light, or MIL. Furthermore, manufacturers were allowed to illuminate and extinguish the MIL at their discretion.

OBDII, adopted by California in 1989 (and later by EPA) and required on all 1996 and subsequent model-year vehicles, addressed the shortcomings of OBDI with the establishment of performance standards and a great deal of standardization.

OBDII systems expand the scope of monitored components and systems, as well as include more specific performance criteria for determining malfunctions (e.g., before tailpipe emissions exceed 1.5 times the federal standard). OBDII also requires vehicle manufacturers to use the same data link connector, communicate with multiple scan tools, and report information such as fault codes in a standardized format to ensure that all technicians (dealer or independent) have access to a minimum set of fault information.

General Requirements

The OBDII system monitors virtually all emission-related components and systems for malfunctions that can cause emissions to increase. However, the OBDII system does not have a sensor in the tailpipe that turns on the MIL whenever emissions are high. Instead, the OBDII system monitors every component individually and turns on the MIL when any one component is clearly malfunctioning or when calculations indicate that malfunctions will cause the vehicle's emission to be greater than 1.5 times the federal standard. This means the MIL is not going to come on just because a car is old and all of the components are partially deteriorated. Rather, the system will only turn on the MIL when a component, by itself, is clearly outside of design specifications. Often, these malfunctioning components will cause increases

in emissions, but not always. In some cases, it may take a combination of faulty components to cause emission increases. Incorporating OBDII systems checks into the Smog Check program will ensure that motorists fix each of these faulty components routinely, rather than letting numerous faults go unrepaired until emissions are very high. At such a point, it is much more difficult to correct all the faults, and the expense can be very high. Put more simply, it is more sensible to require motorists to maintain their vehicles properly to avoid more expensive and difficult repairs and keeping emissions at a minimum.

Given the competitiveness of the auto industry, they strive hard to save costs. Thus, from an emission perspective, if the manufacturer installed and emission related part in the first place, it is also worth fixing it when it no longer functions adequately. Sooner or later, faulty components adversely affect vehicle emissions and performance.

The components and systems monitored by the OBDII system can be divided into two general types: the major monitors and the comprehensive components.

Major monitors consist of the misfire, catalyst, oxygen sensor, exhaust gas recirculation (EGR), secondary air, evaporative leak check, and fuel systems. These monitors are required to detect malfunctions and illuminate the MIL generally before emissions exceed 1.5 times the applicable

Federal Test Procedure (FTP) standards. The FTP is a special laboratory test that is required to be conducted by auto manufacturers to show their vehicles comply with emission regulations before they are allowed for sale in California.

The test simulates city driving after the vehicle has been parked overnight.

The majority of OBDII monitors (e.g., all the individual sensors, valves, solenoids, etc.) fall under the "comprehensive components" category. This category consists of input or output components that can cause an emission increase or are used to monitor any other monitored components/systems (e.g., the major monitors). For example, if the catalyst monitor is designed to run only when the vehicle is within a certain vehicle speed range, the vehicle speed sensor needs to be monitored. If it wasn't monitored, the vehicle speed sensor could malfunction, the catalyst monitor would never run, and the system would never know if the catalyst was still working properly or not. Comprehensive components also include any component that, when malfunctioning, can cause an emission increase during any reasonable driving condition, whether it be idle, cold start, acceleration, cruising, or any other condition. So, even though a malfunctioning component may not seem to cause an emission increase during some conditions (like an ASM test), it probably does

under other driving conditions. For all comprehensive components, the MIL is required to illuminate when any individual component is out of specification or fails to work when commanded.

Generally, the OBDII system is required to illuminate the MIL after the same fault has been found in two different driving cycles, which helps to avoid MIL illumination for random faults or abnormal conditions. The MIL is only allowed to extinguish when the same fault has not been detected on three successive driving cycles. Diagnostic Trouble Codes (DTCs) remain stored for around 40 driving cycles to make sure that information is still available to repair technicians even after the MIL is extinguished. Currently, the only acceptable display options for the MIL are as follows:

Manufacturers can only use the MIL for indication of emission-related faults, and not for maintenance reminders, mileage intervals, or any other non-emission-related items. Therefore, the MIL should not be confused with other lights manufacturers use for these non-emission-related items, such as "Service Vehicle Soon," "Maintenance Required," or other phrases.

Currently, some Smog Check stations in California have begun beta testing a software update that incorporates OBDII into the Smog Check program. Once beta testing is completed,

all Smog Check stations with BAR-97 Emission Inspection Systems will be required to install this new software and hardware. This transition is expected to be completed by the end of this year. Initially, vehicles will not be failed for OBDII fault codes unless the MIL light is on. During this period, ARB and BAR will be analyzing the data collected to help determine the most effective way to incorporate OBDII into the Smog Check program.

Tijuana (continued)

program and possibly a full-scale inspection and maintenance program.

Every day, millions of California and Mexican citizens experience the impact of environmental pollution. Environmental surveys on both sides of the border have demonstrated that pollution does not recognize boundaries. California government agencies have been working with Mexico's federal and local government to improve our understanding of the border environment and to increase cooperation between the U.S. and Mexico in addressing environmental issues for the two countries, both inside and outside the border area. The agreement to implement a pilot-scale vehicle emissions inspection and maintenance program demonstrates the efforts to achieve results through cooperation.

SMOG CHECK STATION

C I T A T I O N S

Name	Address	City	Zip	Level	ARD#	Citation#	Assess	Date Paid
Advance Tech Automotive	739 W. Katella Ave.	Orange	92867	1	AJ207165	C-00-273	\$750	05/02/01
Malibu Auto Care Center	2923 S. Higuera	San Luis Obispo	93401	1	AD199442	C-01-209	\$250	05/18/01
Smog And Shop	1553 Highway 99	Gridley	95948	1	AJ196183	C-01-234	\$250	05/25/01
Fosters Auto Repair	125 E. 12 th St.	Marysville	95901	1	AE210419	C-01-282	\$250	05/21/01
Anderson's Automotive	2972 Anderson Way	Placerville	95667	1	AM098976	C-01-286	\$250	05/07/01
Express Lube & Oil	1240 W. Wood St.	Willows	95988	1	AC187872	C-01-294	\$250	05/07/01
Brannon Tire	4905 Claremont Ave.	Stockton	95207	1	AC177402	C-01-300	\$250	05/21/01
Smog & Shop Stor II	1273 Bridge St.	Yuba City	95991	1	AB203658	C-01-310	\$250	05/25/01
South Coast Auto Center	2030 Harbor Blvd.	Costa Mesa	92627	1	AH206552	C-01-353	\$250	05/02/01
CD Auto Repair & Service	1415 Bockman Rd.	San Lorenzo	94580	2	AG184739	C-01-408	\$750	05/02/01
SJ Mobley Service Center	217 Center St.	Taft	93268	1	AJ196143	C-01-412	\$250	05/14/01
Tonys Mobil Service	1199 S. Beach Blvd.	La Habra	90631	3	AK149684	C-01-430	\$500	05/17/01
Smog Pros	16742 Beach Blvd.	Huntington	92647	3	AK156415	C-01-432	\$500	05/14/01
Todds Automotive	2108 #C N Wilson Way	Stockton	95205	1	AM208693	C-01-436	\$250	05/25/01
Smog USA	10149 Folsom Blvd.	Rancho Cordova	95670	2	AH179745	C-01-440	\$750	05/23/01
Lodi Tire Service	240 N. Cherokee Ln.	Lodi	95240	1	AF167042	C-01-443	\$250	05/18/01
Speedee Oil Change & Tune	471 San Carlos Way	Stockton	95207	1	AF200214	C-01-447	\$250	05/21/01
Picketts Inc	450 7 th St.	Williams	95987	1	AF096237	C-01-457	\$250	05/23/01
Smog & Shop Store 3	9172 Skyway	Paradise	95969	1	AF205679	C-01-462	\$250	05/25/01
The Goodyear Tire & Rubber	8001 Greenback Ln.	Citrus Heights	95610	1	AK040613	C-01-464	\$250	05/24/01
Auto Stop	16747 Foothill Blvd.	Fontana	92335	1	AB203694	C-01-470	\$250	05/21/01
Broadway Garage	9988 Broadway	Live Oak	95953	1	AL083433	C-01-474	\$250	05/25/01
Brannon Tire	3554 E. Hammer Ln.	Stockton	95212	1	AC1777403	C-01-476	\$250	05/21/01
Brannon Tire	601 N. Hunter	Stockton	95202	1	AC177401	C-01-482	\$250	05/21/01
El Segundo Aut Repair CE	1325 W. El Segundo Blvd.	Gardena	90247	1	AH190686	C-01-493	\$250	05/10/01
Smog Master	972 Barstow, #A	Clovis	93612	1	AK207494	C-01-496	\$250	05/11/01
Wester Volkswagen	1951 The Mall	Seaside	93955	1	AA003511	C-01-498	\$250	05/11/01
Rafa's Test Only	5051 Gage Ave.	Bell	90201	2	AD204867	C-01-524	\$750	05/04/01
Torrance Union 76	4373 W. 182 nd St.	Torrance	90504	2	AL106270	C-01-541	\$750	05/22/01
Sakos Auto Repair & Body	18621 Parthenia St.	Northridge	91324	1	AA192802	C-01-543	\$250	05/30/01
Hanks Service Center	38519 6 th St. East	Palmdale	93550	1	AH096901	C-01-564	\$250	05/15/01
Youmans Automotive Inc.	9425 E. Las Tunas Dr.	Temple City	91780	1	AA170542	C-01-574	\$250	05/22/01
Tri Valley Car Care	1737 First St.	Livermore	94550	1	AJ065325	C-01-578	\$250	05/25/01
Nicks Service Station	44358 10 th St. West	Lancaster	93534	1	AA214721	C-01-580	\$250	05/22/01
Tag Test Only Smog Center	520 E. Ave. P, #B	Palmdale	93550	1	AD210178	C-01-588	\$250	05/17/01

Period Covers From 05/01/01 to 05/31/01

DISCIPLINARY

NORTHERN CALIFORNIA

DAVID ALLEN FUNK
San Jose

Technician

Order: Basic Area Technician license is revoked.

(4-20-01)

ANTONIO JERONIMO
Watsonville

Technician

Order: Basic Area Technician license is revoked

(4-12-01)

JOSE ALBERTO SERNA
Delano

Technician

Order: Basic Area Technician license is revoked.

(4-20-01)

DENNIS ARTHUR CARR
North Highlands

Technician

Order: Enhanced Area Technician license shall be revoked.

(4-27-01)

ROBBIE'S AUTOMOTIVE SERVICE
San Jose

Owner/Technician: Yool Kwon

Order: Smog Check Station license is revoked, Advanced Emission Specialist Technician license is revoked, ARD is revoked, stayed and placed on (3) three years' probation, report to BAR, pay BAR Five Thousand, Five Hundred Dollars, (\$5,500.00).

(4-17-01)

SMOG DOCTOR
Campbell

Owner/Technician: Habib Behbahani

Order: Smog Check Station license is revoked, Basic Area Technician license is revoked. Report to BAR, pay BAR \$7,889.55.

Technician: Ralph E. Nichols III, aka Tray Nichols-San Jose

Order: Basic Area Technician license is revoked.

(4-18-01)

DI MANTO ENTERPRISES, INC. DBA VINCES GARAGE - San Jose

Owner: Vincent Pete Dimanto, President

Order: ARD and Smog Check Station license are revoked.

(4-17-01)

CROSSROADS AUTO & RV REPAIR
Orland

Partners: Thomas E. Holt and Jeff Skelton aka Jeffery Skelton

Order: ARD and Smog Check Station including Official Lamp and Brake Station numbers issued to Crossroads Auto & RV Repair are revoked.

Technician: Jeffery D. Skelton-Corning

Order: Advanced Emission Specialist license is revoked.

(4-5-01)

CALIFORNIA PETROLEUM
MARKETERS INC. DBA

ELKHORN 76 AUTOPULSE
Sacramento

President: David Elmer Short

Order: ARD and Smog Check Station, Official Brake Station and Lamp Station is revoked, revocations stayed and placed on three (3) years probation, report to BAR, pay BAR \$4,000.00

(4-17-01)

DOCTOR D AUTOCARE
Elk Grove

Owner: Laura Robin Podesta

Order: ARD is permanently invalidated, pay BAR \$3,009.90

(4-12-01)

QUALITY TUNE UP SHOP #57
El Cerrito

Owner: Raymond Richard Vincent

Order: ARD is permanently invali-

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dated, stayed for a three (3) year period of probation, Smog Check Station license is revoked, revocation stayed for a (3) three year probation; suspended for a period of one hundred twenty (120) days, report to BAR, pay BAR \$5,722.66.

Technician: **Cubie R. Finley, III**
Richmond

Order: Basic Area Technician license is revoked.

(4-3-01)

ECONO LUBE N TUNE #127
Antioch

Partners: Kuldeep C. Sharma and Jasbir S. Chadda

Order: Charges against ARD are dismissed. Smog Check Station license is revoked, revocation stayed and placed on probation for three (3) years, report to BAR

(4-25-01)

MARSHALL AUTOMOTIVE- Berkeley

Owner: James Marshall

Order: Smog Check Station license is revoked, ARD is revoked, stayed and (3) three years probation, report to BAR, pay BAR \$8,594.66

Technician: ROBERT DEAN MINER
Pleasanton

Order: Allegations are dismissed
(4-19-01)

MARSHALL & SONS CHEVRON
SERVICE - Oakland

Owner: James Marshall

Order: Smog Check Station license is revoked. ARD is revoked, stayed, and placed on (3) three years' probation, report to BAR, pay BAR \$4,254.00

Technician: Herbert B. Boland, Jr. - San Pablo

Order: Basic Area Technician license is revoked
(4-19-01)

SOUTHERN CALIFORNIA

JUAN C. MENDEZ
Glendale

Technician

Order: Advanced Emission Specialist Technician license revoked

(4-27-01)

VEGAS TIRE & SMOG-Santa Ana

Owner: Norma Alicia Guevara

Order: ARD and Smog Check Station license are both revoked, revocations stayed and placed on probation for three (3) years; Smog Check Station license shall be suspended for one hundred twenty (120) days, report to BAR, pay BAR \$9,000.00

(4-3-01)

R & A AUTOMOTIVE-Tulare

Owner: Randy Washburn, aka David Randell Washburn

Order: ARD permanently invalidated; Smog Check Station license revoked.

(4-27-01)

ALBERTO DEANDA-Chula Vista

Technician

Order: Advanced Emission Specialist Technician is revoked, revocation stayed and placed on probation for two (2) years, report to BAR, attend and successfully complete BAR certified training course within (60) sixty days of the effective date.

(4-17-01)

VITAL CARE PERFORMANCE & DIAGNOSTIC-Chula Vista

Owner/Technician: Salvador Lopez Orozco

Order: Smog Check Station license and Advanced Emission Specialist Technician license are revoked. ARD registration is revoked, stayed and placed on three (3) years' probation, shall not own or possess a smog check TAS machine, cannot lease, or sublease a TAS machine or Dyna-

nometer, or hold a management position at a place that performs smog checks. Pay BAR \$3,500.00, report to BAR.

(4-17-01)

CAL SMOG INSPECTION, INC. DBA
CAL SMOG & TUNE-Norco

Owner/Technician: Feliciano L. Tan, President

Order: ARD is invalidated and Smog Check Station is revoked, stayed and placed on probation for three (3) years, ARD and Smog Check Station license is suspended for sixty (60) days, report to BAR, pay BAR \$5,316.84. EA is revoked, stayed, three (3) years' probation, suspended for sixty (60) days.

(4-27-01) ❖

DISCIPLINARY
actions

PHASE 3.2 (effective 8/8/01) Acceleration Simulation Mode Emission Standards and Gross Polluter Standards

GROSS POLLUTER STANDARDS

PASS/FAIL EMISSION STANDARDS

VEHICLE TYPE (by GVWR)

TRUCK

Includes motor-
home,minivan, sport
utility

E

S MODEL-YEAR
C GROUP

PASSENGER
<=600 <=600 6001 to 8500

ASM 5015

ASM 2525

ASM 5015

ASM 2525

			HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1	1966 - 1967	A	241.7	2.72	1721.5	191.7	2.52	1581.5	441.7	4.42	3259.3	391.7	4.22	3059.3
		B	554971.3	6165.96	1192592.6	554971.3	6165.96	1192592.6	554971.3	6165.96	1703703.7	554971.3	6165.96	1703703.7
2	1968 - 1970	A	238.9	2.62	1581.5	188.9	2.42	1441.5	438.9	4.32	3059.3	388.9	4.12	2859.3
		B	494793.7	5480.85	1192592.6	494793.7	5480.85	1192592.6	494793.7	5480.85	1703703.7	494793.7	5480.85	1703703.7
3	1971 - 1974	A	235.4	2.56	1301.5	185.4	2.36	1161.5	435.4	4.26	2659.3	385.4	4.06	2459.3
		B	436041.7	4453.19	1192592.6	436041.7	4453.19	1192592.6	436041.7	4453.19	1703703.7	436041.7	4453.19	1703703.7
4	1975 - 1980	A	123.0	0.91	1016.3	90.3	0.71	876.3	315.3	2.51	2051.9	265.3	2.31	1851.9
		B	273316.7	1362.96	1043518.5	273316.7	1362.96	1043518.5	273316.7	1362.96	1490740.7	273316.7	1362.96	1490740.7
5	1981 - 1983	A	63.2	0.64	941.1	42.1	0.44	801.1	253.1	2.14	1844.4	192.4	1.94	1644.4
		B	234259.3	1064.81	894444.5	212963.0	1064.81	894444.5	234259.3	1064.81	1277777.8	212963.0	1064.81	1277777.8
6	1984 - 1986	A	67.0	0.52	871.1	42.1	0.32	731.1	242.4	2.02	1744.4	192.4	1.82	1544.4
		B	212963.0	979.63	894444.5	212963.0	979.63	894444.5	212963.0	979.63	1277777.8	212963.0	979.63	1277777.8
7	1987 - 1992	A	57.0	0.48	860.7	31.7	0.32	720.7	231.7	1.98	1729.6	181.7	1.82	1529.6
		B	191666.7	851.85	596296.3	191666.7	851.85	596296.3	191666.7	851.85	1729.6	191666.7	851.85	1729.6
8	93 +	A	16.8	0.29	881.5	0.5	0.23	741.5	234.3	1.79	1759.3	184.3	1.73	1559.3
		B	128501.9	724.07	387592.6	128501.9	851.85	387592.6	128501.9	724.07	553703.7	128501.9	851.85	553703.7
9	1975 - 1978	A	139.4	1.08	1320.9	105.0	0.88	1180.9	330.0	2.58	2487.0	280.0	2.38	2287.0
		B	225000.0	2025.00	745370.4	225000.0	2025.00	745370.4	225000.0	2025.00	1064814.8	225000.0	2025.00	1064814.8
10	1979 - 1983	A	139.4	0.88	1315.7	80.0	0.68	1175.7	320.0	2.38	2479.6	255.0	2.18	2279.6
		B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	851851.9	150000.0	2025.00	851851.9
11	1984 - 1987	A	91.3	0.41	945.0	63.1	0.50	840.0	280.0	1.71	1850.0	230.0	1.80	1700.0
		B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	750000.0	150000.0	2250.00	1500000.0
12	1988 - 1992	A	83.0	0.27	875.0	60.0	0.43	735.0	270.0	1.57	1600.0	220.0	1.73	1400.0
		B	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0	150000.0	1725.00	750000.0	150000.0	1875.00	750000.0
13	93 +	A	22.1	0.30	595.0	5.8	0.40	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
		B	112500.0	1350.00	525000.0	112500.0	1500.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
14	93 +	A	83.0	0.30	875.0	60.0	0.70	735.0	300.0	1.60	1750.0	250.0	2.00	1550.0
		B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	750000.0	150000.0	1500.00	750000.0
15	1966 - 1969	A	203.3	3.07	1878.3	153.3	2.87	1738.3	453.3	5.57	3483.3	403.3	5.37	3283.3
		B	583333.3	4666.67	1633333.3	583333.3	4666.67	1633333.3	583333.3	4666.67	2333333.3	583333.3	4666.67	2333333.3
16	1970 - 1973	A	188.3	2.98	1773.3	138.3	2.78	1633.3	438.3	5.48	3333.3	388.3	5.28	3133.3
		B	583333.3	4083.33	1633333.3	583333.3	4083.33	1633333.3	583333.3	4083.33	2333333.3	583333.3	4083.33	2333333.3
17	1974 - 1978	A	173.3	2.90	1703.3	123.3	2.70	1563.3	423.3	5.40	3233.3	373.3	5.20	3033.3
		B	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	2333333.3	583333.3	3500.00	2333333.3

Pass/Fail Emission Standards=A+B/VTW

Legend: ESC- Emissions Standard Category; VTW-Vehicle Test Weight; GVWR- Manufacturer's Gross Vehicle Weight Rating

State of California
Gray Davis, Governor
**California Department
of Consumer Affairs**
Kathleen Hamilton, Director
Bureau of Automotive Repair
Douglas E. Laue, Chief
10240 Systems Parkway
Sacramento, CA 95827

BAR FIELD OFFICE PHONE NUMBERS

Bakersfield	(661) 833-6304
Canoga Park	(818) 596-4400
Culver City	(310) 410-0024
Fresno	(559) 445-5015
Oceanside	(760) 439-0942
Placentia	(714) 961-7940
Richmond	(510) 243-9410
Riverside	(909) 782-4250
Sacramento	(916) 255-4200
San Jose	(408) 227-1860
South El Monte	(626) 575-6934

OTHER HELPFUL NUMBERS

DCA Consumer Information Center
(800) 952-5210

BAR Licensing (916) 255-3145
ET Help Desk (916) 255-4476
MCI (800) 731-SMOG
(Then press 5 for technical support)

Referee Scheduling Center (800) 622-7733
Parts Locator (800) 826-3566
Auto Body Inspection (866) 881-1332

Presorted Standard

U.S. Postage

PAID

Oakland, CA

Permit No. 2101

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If you have news stories or other items you'd like to submit to the Smog check Advisory, please send them to:

Lana Wilson-Combs,
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Communications and
Education Division
Department of Consumer
Affairs 400 R Street,
Suite 3060
Sacramento, CA 95814

All submissions must be received by the 1st of each month and include a current telephone number.

Little Scoops

- ❖ if you're interested in participating as a repair assistance station under BAR's Consumer Assistance program, please fill out an application. It can be downloaded off our web site at www.smogcheck.ca.gov.
- ❖ From time to time, there are safety investigations regarding a vehicle's automatic transmission slipping into gear form "Park" or "Neutral." The Bureau of Automotive Repair cautions technicians to be extremely careful any time that a vehicle is running without an operator in the driver's seat. The technician should use wheel chocks or take other precautions. ASM testing requires that chocks and tie-downs be used.
- ❖ Not all technicians have yet attended the required On Board Diagnostics II (OBDII) update training course for license renewal. One important point covered in the training is that OBDII systems focus on identifying emission-related problems. If the Malfunctions Indicator Light (MIL) is on, there is a potential emission problem. The system is indicating that the vehicle's emission may exceed the new-vehicle certification (not ASM) standards by 50%. As with earlier On Board Diagnostic systems, it is important that technicians check and report the operation of the MIL during a Smog Check inspection.